SUMMER HOMES AND EXCURSIONS

JUNE, 1909.

NORFOLK & SOUTHERN RAILWAY

Short Route to

EASTERN NORTH CAROLINA

TIME TABLES *of all* PASSENGER TRAINS

HARRY K. WOLCOTT and HUGH M. KERR
RECEIVERS

H. C. HUDGINS
GENERAL PASSENGER AGENT

VIRGINIA BEACH AND CAPE HENRY, VA.

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

GENERAL OFFICES: NORFOLK, VA.

EXECUTIVE DEPARTMENT.

HARRY K. WOLCOTT and HUGH M. KERR, Receivers.....Norfolk, Va.
J. A. C. GRONER, Assistant to General Manager for Receivers.....Norfolk, Va.
[illegible]WARD R. BAIRD, Jr., General Solicitor.....Norfolk, Va.
[illegible]. TERRY, Assistant to General Solicitor.....Norfolk, Va.

OPERATING DEPARTMENT.

[illegible]V. DAVIES, Purchasing Agent.....Norfolk, Va.
[illegible]. GOULD, Superintendent Motive Power.....Norfolk, Va.
[illegible]H. KEHOE, Acting Master Mechanic.....New Bern, N. C.
[illegible]S. ANDERSON, Superintendent Norfolk and Suffolk Divisions.....Norfolk, Va.
R. P. FOSTER, Superintendent Beaufort, Raleigh & Pamlico Divs. New Bern, N. C.
T. B. OGLE, Superintendent Electric Divisions.....Norfolk, Va.
F. L. NICHOLSON, Chief Engineer.....Norfolk, Va.
A. M. MACE, Claim Agent.....Norfolk, Va.
C. P. DUGAN, Car Accountant.....Norfolk, Va.

TRAFFIC DEPARTMENT.

H. C. HUDGINS, General Freight and Passenger Agent.....Norfolk, Va.
J. S. O'SHEA, Commercial Agent.....Norfolk, Va.
E. C. POTTER, Traveling Soliciting Agent.....Norfolk, Va.
C. D. LeGRANDE, Manager Eastern Carolina Despatch.....Norfolk, Va.
H. TYLER SMITH, Soliciting Agent.....Norfolk, Va.
F. W. TATEM, General Agent.....Goldsboro, N. C.
H. P. DORTCH, Solicting Agent.....Goldsboro, N. C.
S. L. DILL, General Agent.....New Bern, N. C.
J. C. COLLINS, Soliciting Agent.....Raleigh, N. C.

ACCOUNTING DEPARTMENT.

M. MANLY, Treasurer.....Norfolk, Va.
W. L. BIRD, Auditor.....Norfolk, Va.
J. H. BARRETT, Freight Claim Agent.....Norfolk, Va.
E. K. GULLEY, Chief Traveling Auditor and Inspector of Agencies....Norfolk, Va.
P. L. OVERMAN, Traveling Auditor.....Norfolk, Va.

LAND AND INDUSTRIAL DEPARTMENT

F. L. MERRITT, Land and Industrial Agent.....Norfolk, Va.
G. W. DAVIS, Real Estate Agent.....Norfolk, Va.

G385.1
N83n2

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

EXPRESS PASSENGER TRAIN SERVICE

Daily Except Sunday

—BETWEEN—

NORFOLK, VIRGINIA
ELIZABETH CITY, EDENTON

—AND—

Belhaven, Washington, Greenville, Wilson, Raleigh, New Bern, Goldsboro, Kinston, Morehead City and Beaufort, N. C.

Black Face Type Denotes P. M.

A. M.			P. M.
11 55	Lv	NORFOLK / Park Ave. Sta.	Ar 4 45
1 20	"	ELIZABETH CITY	" 3 20
1 56	"	Hertford	" 2 43
2 20	Ar	EDENTON	Lv 2 20
3 45	Ar	MACKEY'S FERRY	Lv 12 50
5 05	Ar	Belhaven	Lv 11 20
4 23	Ar	Plymouth	Lv 12 12
5 45	"	Washington	" 10 55
5 59	"	Chocowinity	" 10 39
6 40	"	Greenville	" 9 55
7 08	"	Farmville	" 9 27
8 00	"	Wilson	" 8 35
9 04	"	Zebulon	" 7 31
9 14	"	Wendell	" 7 21
10 00	Ar	Raleigh	Lv 6 35
7 15	Ar	New Bern	Lv 9 25
8 07	"	Dover	" 8 23
8 30	"	Kinston	" 8 00
9 00	"	LaGrange	" 7 30
9 30	"	GOLDSBORO	" 7 00
7 18	Lv	NEW BERN	Ar 9 20
8 47	Ar	MOREHEAD CITY	Lv 7 47
9 10	"	BEAUFORT	" 7 25
P. M.			A. M.

Light Face Type Denotes A. M.

The only line in Eastern North Carolina operating trains into the City of Norfolk.

Note:—Important changes in schedules will take effect on Sunday, June 27, 1909.

NcU

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

THROUGH SLEEPING CAR SERVICE

—BETWEEN—

Greensboro, N. C., Morehead City and Beaufort, N. C.

In Connection with Southern Railway.

Sunday Only	Daily Ex. Sun.		Daily Ex. Sun.	Sunday Only
A. M.	A. M.		A. M.	A. M.
12 45	12 45	Lv..Greensboro (SOU. RY)..Ar	6 00	6 00
2 50	2 50	" ...Durham (SOU. RY)... "	3 19	3 19
4 30	4 30	" ... Raleigh (SOU. RY) ... "	11 59	11 59
6 30	6 30	Ar...Goldsboro (SOU. RY)..Lv	9 45	9 45
7 00	7 00	Lv..Goldsboro (N & S RY)..Ar	9 30	9 15
8 00	8 00	Ar...Kinston (N & S RY)...Lv	8 30	8 15
9 20	9 15	" ..New Bern (N & S RY).. "	7 15	7 00
10 50	11 00	"Morehead City (N & S RY) "	5 37	5 35
10 57	11 07	"Atlantic Hotel (N & S RY) "	5 30	5 30
11 15	11 25	"...Beaufort (N & S RY)... "	5 15	5 15
A. M.	A. M.		P. M.	P M.

Parlor Car Service

—BETWEEN—

Goldsboro, Morehead City and Beaufort, N. C.

Sunday Only	Daily Ex. Sun.		Daily Ex. Sun.	Sunday Only
P. M.	P. M.		A. M.	A. M.
3 35	4 50	Lv..... Goldsboro .....Ar	11 45	11 40
4 05	5 20	" .....La Grange..... "	11 14	11 09
4 35	5 50	" .....Kinston..... "	10 43	10 38
4 58	6 13	" .....Dover..... "	10 18	10 13
5 50	7 18	" ..... New Bern ..... "	9 20	9 20
7 20	8 47	Ar.....Morehead City.....Lv	7 47	7 45
7 27	8 54	" .....Atlantic Hotel..... "	7 40	7 40
7 40	9 10	" .....Beaufort..... "	7 25	7 25
P. M.	P. M.		A. M.	A. M.

Opening of the Atlantic Hotel

Morehead City, N. C.

The "Atlantic Hotel," Morehead City, N. C., will be Opened for the Season, June 1st, 1909.

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

Between Norfolk, Va., Elizabeth City, Edenton, Washington, Greenville, Wilson, Raleigh, New Bern, Goldsboro, Kinston, Morehead City, Beaufort and Belhaven, N. C.

		No. 6 Daily	No. 2 Daily ex. Sun.	No. 4 Daily	Miles.	Effective May 23rd, 1909 Eastern Time.	No. 3 Daily	No. 1 Daily ex. Sun.	No. 5 Daily ex. Sun.	No. 7 Sun. only	
		P.M.	A.M.	A.M.	...		A.M.	P.M.	P.M.	P.M.	
.....	.....	*6 05	†11 55	*8 35	...	Lv { NORFOLK / Park Ave. Sta. } Ar	*10 40	†4 45	†6 10	§7 55	.....
.....	.....	6 19	.....	8 49	12	" ..CAROLINA JCT.. "	10 26	.....	5 56	7 41	.....
.....	.....	6 23	.....	†8 53	14	" PROVIDENCE JCT "	†10 21	.....	†5 51	†7 36	.....
.....	.....	†6 30	.....	†9 00	17	" ....Butts Road.... "	†10 15	.....	†5 45	†7 29	.....
.....	.....	6 38	.....	9 08	21	" .....Fentress..... "	10 07	.....	5 37	7 21	.....
.....	.....	6 46	.....	9 16	25	" ..Hickory Ground.. "	9 59	.....	5 29	7 13	.....
.....	.....	6 51	.....	9 21	27	" .....St. Brides..... "	9 54	.....	5 24	7 08	.....
.....	.....	7 00	.....	9 29	30	" .....Northwest..... "	9 40	.....	5 16	7 00	.....
.....	.....	7 08	.....	9 38	33	" .....Moyock..... "	9 38	.....	5 08	6 52	.....
.....	.....	7 18	.....	9 48	40	" .....Snowden..... "	9 26	.....	4 56	6 41	.....
.....	.....	7 24	.....	9 54	43	" .....Shawboro..... "	9 19	.....	4 49	6 34	.....
.....	.....	7 28	.....	9 58	45	" .....Gregory..... "	9 14	.....	4 44	6 29	.....
.....	.....	7 36	.....	10 06	48	" .....Belcross..... "	9 07	.....	4 37	6 22	.....
.....	.....	7 41	.....	10 11	50	" .....Camden..... "	9 03	.....	4 33	6 18	.....
.....	.....	7 53	1 20	10 23	55	" ELIZABETH CITY "	8 55	3 20	4 25	6 10	.....
.....	.....	†8 10	.....	†10 40	61	" ....Pasquotank.... "	†8 31	.....	†4 01	†5 46	.....
.....	.....	8 13	.....	10 43	62	" .....Okisko..... "	8 28	.....	3 58	5 43	.....
.....	.....	8 16	.....	10 46	65	" .....Chapanoke..... "	8 25	.....	3 55	5 40	.....
.....	.....	8 26	.....	10 56	69	" .....Winfall..... "	8 16	.....	3 46	5 31	.....
.....	.....	8 36	1 56	11 06	71	" .....Hertford..... "	8 09	2 43	3 39	5 24	.....
.....	.....	†8 43	.....	†11 13	75	" .....Yeopim..... "	†8 00	.....	†3 30	†5 15	.....
.....	.....	*9 00	†2 20	*11 30	83	Ar....EDENTON....Lv	*7 45	†2 20	†3 15	§5 00	.....
		P.M.	P.M.	A.M.			A.M.	P.M.	P.M.	P.M.	
.....	.....	.....	2 30	.....	83	Lv....EDENTON....Ar	.....	2 05	.....	.....	.....
.....	.....	.....	3 45	.....	92	Ar.MACKEY'S FY.Lv	.....	12 50	.....	.....	.....
A.M.	A.M.									P.M.	P.M.
† 8 30	† 3 30	.....	3 55	.....	92	Lv.MACKEY'S FY.Ar	.....	12 40	.....	† 3 45	†1015
f 8 38	.....	.....	f4 02	.....	95	" .....Swain..... "	.....	f12 33	.....	f 3 28	.....
f 8 43	.....	.....	f4 05	.....	96	" .....Westover..... "	.....	f12 30	.....	f 3 20	.....
9 30	¶ 4 10	.....	4 23	.....	103	" .....Plymouth..... "	.....	12 12	.....	3 00	¶9 35
f 9 45	.....	.....	f4 35	.....	108	" .....Reno..... "	.....	f12 00	.....	f 2 10	.....
10 00	.....	.....	4 42	.....	111	" .....Hinsons..... "	.....	f11 53	.....	1 55	.....
f10 08	.....	.....	f4 48	.....	114	" .....Hoke..... "	.....	f11 47	.....	f 1 40	.....
f10 18	.....	.....	f4 55	.....	117	" .....Mizelles..... "	.....	f11 40	.....	f 1 30	.....
10 38	5 31	.....	5 09	.....	123	" .....Pine Town..... "	.....	11 26	.....	1 10	8 14
f10 48	.....	.....	f5 13	.....	125	" .....Walla Watta..... "	.....	f11 22	.....	f12 46	.....
f10 55	.....	.....	f5 18	.....	128	" .....Slatestone..... "	.....	f11 17	.....	f12 40	.....
f11 13	.....	.....	f5 22	.....	129	" .....Alligoods..... "	.....	f11 13	.....	f12 33	.....
f11 20	.....	.....	f5 27	.....	132	" .....Bunyan..... "	.....	f11 08	.....	f12 25	.....
†11 40	6 40	.....	5 45	.....	136	" ..WASHINGTON.. "	.....	10 55	.....	†12 10	7 25
.....	7 00	.....	5 59	.....	140	" ..CHOCOWINITY.. "	.....	10 39	.....	.....	6 45
.....	f 7 08	.....	f6 04	.....	142	" .....Frederick..... "	.....	f10 34	.....	.....	f6 38
.....	f 7 40	.....	f6 18	.....	149	" .....Bragaw..... "	.....	f10 20	.....	.....	f6 18
.....	8 12	.....	6 32	.....	155	" .....Vanceboro..... "	.....	10 05	.....	.....	5 45
.....	f 8 29	.....	f6 41	.....	159	" .....Ernul..... "	.....	f 9 56	.....	.....	f5 31
.....	f 8 44	.....	f6 49	.....	165	" .....Askin..... "	.....	f 9 47	.....	.....	f5 18
.....	f 9 13	.....	f7 05	.....	170	" .....Bridgeton..... "	.....	f 9 32	.....	.....	f4 50
.....	† 9 25	.....	7 15	.....	171	Ar....NEW BERN....Lv	.....	9 25	.....	.....	†4 40
Daily ex. Sun.	Daily ex. Sun.	.....	6 00	.....	140	Lv.CHOCOWINITY.Ar	.....	10 35	.....	Daily ex. Sun.	Daily ex. Sun.
No. 32 Mxd.	No. 30 Mxd.	.....	6 40	.....	157	Ar....Greenville....Lv	.....	9 55	.....	No. 31 Mxd.	No. 29 Mxd.
		.....	7 08	.....	170	" .....Farmville..... "	.....	9 27	.....		
		.....	8 00	.....	194	" .....Wilson..... "	.....	8 35	.....		
		.....	9 04	.....	219	" .....Zebulon..... "	.....	7 31	.....		
		.....	9 14	.....	223	" .....Wendell..... "	.....	7 21	.....		
		.....	10 00	.....	243	Ar....RALEIGH....Lv	.....	6 35	.....		
.....	.....	.....	8 07	.....	195	Ar.....Dover.....Lv	.....	8 25	.....	.....	.....
.....	.....	.....	8 30	.....	204	" .....Kinston..... "	.....	8 00	.....	.....	.....
.....	.....	.....	9 00	.....	216	" .....LaGrange..... "	.....	7 30	.....	.....	.....
.....	.....	.....	9 30	.....	230	" ...GOLDSBORO... "	.....	7 00	.....	.....	.....
.....	.....	.....	8 47	.....	206	Ar MOREH'D CITY Lv	.....	7 47	.....	.....	.....
.....	.....	.....	†9 10	.....	210	" ....BEAUFORT.... "	.....	† 7 25	.....	.....	.....
			P.M.					A.M.			
			P.M.	A.M.			A.M.	P.M.			
.....	.....	.....	†3 55	† 8 45	92	Lv..MACKEY'S FY.Ar	8 25	12 35	.....	.....	.....
.....	.....	.....	5 05	10 25	122	Ar...BELHAVEN...Lv	† 6 50	†11 20	.....	.....	.....
A.M.	A.M.	P.M.	P.M.	A.M.			A.M.	A.M.	P.M.	P.M.	P.M.

*Daily. †Daily except Sunday. §Sunday only. fFlag stop.

¶Trains 29 and 30 do not run to Plymouth Station, but stop at "Y" on Washington Street.

Train No. 2 will stop at local stations to let off passengers from points north or west of Norfolk. This train waits on O. D. Steamer for passengers destined to points beyond Edenton.

Train No. 1 will stop at local stations to let off passengers holding tickets from points south of Edenton. This train makes connection with O. D. Steamer for New York.

Lunch served a la carte on Transfer Steamer "John W. Garrett" between Edenton and Mackey's Ferry, N. C.

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

Between Norfolk and Munden Point, Va.

NORFOLK DIVISION.

No. 18 Daily Ex. Sun	No. 16 Mixed Daily Ex. Sun	Miles	Effective May 23, 1909. Eastern Time.	No. 15 Daily Ex. Sun	No. 17 Mixed Daily. Ex. Sun
P.M.	A.M.			A.M.	P.M.
†4 15	†8 00	0	Lv..NORFOLK (Park Avenue Station)..Ar	†7 20	†1 50
4 29	8 33	6	" .....CLAPHAM JUNCTION..... "	7 00	1 23
4 38	8 48	12	" .....Lands..... "	6 47	1 08
4 45	9 00	15	" .....Princess Anne C. H..... "	6 40	12 47
4 53	9 20	18	" .....Pungo..... "	6 30	12 32
4 58	9†25	20	" .....Pleasant Ridge..... "	6 22	12 00
5 05	9 50	23	" .....Back Bay..... "	6 15	11 37
5 13	10†05	26	" .....Creeds..... "	6 06	11 21
†5 20	†10†15	28	Ar.....MUNDEN POINT.....Lv	†6 00	†11 10
P.M.	A.M.			A.M.	A.M.

Between Clapham Junction and Providence Junction, Va.

NORFOLK DIVISION

No. 22 Mixed Daily Ex.Sun.	No. 20 Mixed Daily Ex. Sun	Miles	Effective May 23, 1909. Eastern Time.	No. 19 Mixed Daily Ex. Sun	No. 21 Mixed Daily Ex.Sun.
P.M.	A.M.			A.M.	P.M.
†1 40	†7 15	0	Lv.....CLAPHAM JUNCTION.....Ar	†7 00	†1 00
1 45	7 20	1	" .....Kempsville..... "	6 55	12 55
2 05	7 30	3	" .....Herberts..... "	6 40	12 40
†2 25	†7 40	7	Ar.....PROVIDENCE JUNCTION.....Lv	†6 25	†12 25
P.M.	A.M.			A.M.	P.M.

Between Suffolk, Va., and Edenton, N. C.

SUFFOLK DIVISION.

No. 4 Mixed Daily Ex.Sun.	No. 2 Mixed Daily Ex.Sun.	Miles	Effective May 23, 1909. Eastern Time.	No. 1 Mixed Daily Ex.Sun.	No. 3 Mixed Daily Ex.Sun.
P.M.	A.M.			A.M.	P.M.
†5 30	†8 30	0	Lv.....SUFFOLK.....Ar	† 9 30	† 7 30
f 5 45	f 8 50	7	" .....Saunders..... "	f 9 10	f 7 00
f 5 55	f 9 00	9	" .....Cypress..... "	f 9 05	f 6 50
f 6 05	f 9 12	11	" .....Brinkley..... "	f 8 55	f 6 30
6 15	9 30	15	" .....Corapeake..... "	8 45	6 15
f 6 25	f 9 40	18	" .....Savage..... "	f 8 38	f 5 55
6 40	10 00	21	" .....Sunbury..... "	8 30	5 40
f 6 55	f10 15	24	" .....Bosley..... "	f 8 08	f 5 20
7 10	†10 25	26	" .....BECKFORD JUNCTION..... "	7 58	† 5 10
f 7 20	.....	27	" .....Trotville..... "	f 7 43	.....
7 30	.....	29	" .....Hobbville..... "	7 35	.....
f 7 40	.....	31	" .....Gliden..... "	f 7 25	.....
f 7 55	.....	34	" .....Ryland..... "	f 7 10	.....
f 8 05	.....	36	" .....Icaria..... "	f 7 00	.....
8 20	.....	39	" .....Center Hill..... "	6 46	.....
f 8 35	.....	41	" .....Cisco..... "	f 6 36	.....
f 8 45	.....	42	" .....Mavaton..... "	f 6 31	.....
f 9 00	.....	44	" .....Valhalla..... "	f 6 23	.....
f 9 10	.....	48	" .....Hancock..... "	f 6 13	.....
† 9 30	.....	51	Ar.....EDENTON.....Lv	† 6 00	.....
P.M.	A.M.			A.M.	P.M.

Between Beckford Junction and Elizabeth City, N. C.

SUFFOLK DIVISION.

No. 2 Mixed Daily Ex.Sun.		Miles	Effective May 23, 1909. Eastern Time.		No. 3 Mixed Daily Ex Sun.
A.M.					P.M.
†10 35	.....	26	Lv.....BECKFORD JUNCTION.....Ar	.....	† 5 05
f11 05	.....	33	" .....Nicanor..... "	.....	f 4 35
f11 35	.....	39	" .....Parkville..... "	.....	f 4 05
f12 00	.....	46	" .....Morgans..... "	.....	f 3 45
†12 20	.....	50	Ar.....ELIZABETH CITY.....Lv	.....	† 3 30
P.M.					P.M.

† Daily except Sunday. f Flag stop.

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

Between Mackey's Ferry and Belhaven, N. C.
PAMLICO DIVISION.

No. 12 Daily Ex.Sun.	No. 36 Mixed Daily Ex.Sun.	Miles	Effective October 11, 1908 Eastern Time.	No. 35 Mixed Daily Ex.Sun.	No. 13 Daily Ex.Sun.
A.M.	A.M.			A.M.	P.M.
†11 55	.....	0	Lv.....NORFOLK.....Ar	.....	† 4 45
3 55	† 8 45	0	Lv.....MACKEY'S FERRY.....Ar	† 8 25	12 35
4 08	9 10	4	" .....Roper..... "	8 05	12 20
f 4 33	f 9 40	16	" .....16=Mile Siding..... "	f 7 24	f11 51
f 4 36	f 9 44	18	" .....Pike Road..... "	f 7 20	f11 47
f 4 40	f 9 47	20	" .....20=Mile Siding..... "	f 7 16	f11 44
f 4 50	f10 00	24	" .....Bishops Cross..... "	f 7 05	f11 34
4 55	10 08	26	" .....Pantego..... "	7 00	11 30
† 5 05	†10 25	30	Ar.....BELHAVEN.....Lv	† 6 50	†11 20
P.M.	A.M.			A.M.	A.M.

Between Mackey's Ferry and Columbia, N. C.
PAMLICO DIVISION.

No. 34 Mixed Daily Ex.Sun.	Miles	Effective October 11, 1908. Eastern Time.	No. 33 Mixed Daily Ex.Sun.
A.M.			P.M.
†11 55	0	Lv.....NORFOLK.....Ar	† 4 45
4 00	0	Lv.....MACKEY'S FERRY.....Ar	8 20
f 4 16	4	" .....Beasley..... "	f 8 02
f 4 40	10	" .....Scuppernong..... "	f 7 37
4 55	13	" .....Creswell..... "	7 25
f 5 07	15	" .....Woodley..... "	f 7 13
f 5 15	18	" .....Colonial..... "	f 7 05
† 5 30	22	Ar.....COLUMBIA.....Lv	† 6 50
P.M.			A.M.

Between Washington, Greenville, Farmville, Wilson and Raleigh, N. C.
RALEIGH DIVISION.

No. 2 Daily Ex.Sun.	No. 14 Daily Ex.Sun.	Miles	Effective October 11, 1908. Eastern Time.	No. 1 Daily Ex.Sun.	No. 15 Daily Ex.Sun.
A.M.	A.M.			P.M.	P.M.
†11 55	.....	0	Lv.....NORFOLK.....Ar	† 4 45	.....
5 45	† 6 30	0	Lv.....WASHINGTON.....Ar	10 55	† 8 25
6 00	6 45	4	" .....CHOCOWINITY..... "	10 35	8 10
f 6 08	f 6 53	8	" .....Bryan..... "	f10 27	f 8 02
6 11	6 56	10	" .....Grimesland..... "	10 24	7 59
f 6 21	f 7 06	15	" .....Simpson..... "	f10 14	f 7 50
6 40	7 25	21	" .....GREENVILLE..... "	9 55	7 33
f 6 59	f 7 44	30	" .....Arthur..... "	f 9 36	f 7 16
7 08	7 53	34	" .....FARMVILLE..... "	9 27	7 08
7 20	f 8 06	40	" .....Walstonburg..... "	f 9 14	f 6 53
7 36	8 21	48	" .....Stantonsburg..... "	8 59	6 36
f 7 45	f 8 30	52	" .....Evansdale..... "	f 8 50	f 6 26
8 00	8 45	58	" .....WILSON..... "	8 35	6 11
f 8 24	f 9 09	68	" .....Neverson..... "	f 8 11	f 5 46
f 8 28	9 15	70	" .....Bailey..... "	f 8 07	5 41
8 42	9 30	75	" .....Middlesex..... "	7 53	5 26
9 04	9 53	83	" .....Zebulon..... "	7 31	5 03
9 14	10 04	87	" .....Wendell..... "	7 21	4 51
f 9 19	10 10	90	" .....Eagle Rock..... "	f 7 16	4 44
f 9 29	10 21	95	" .....Knightdale..... "	f 7 05	4 31
f 9 43	f10 36	101	" .....Boushall..... "	f 6 50	f 4 15
.....	f10 48	104	" .....Edgeton..... "	.....	f 4 05
†10 00	†10 55	107	Ar.....RALEIGH.....Lv	† 6 35	† 4 00
P.M.	A.M.			A.M.	P.M.

THROUGH SCHEDULE BETWEEN
Wilson, Greenville, Washington, Tarboro and Hookerton, N. C.
IN CONNECTION WITH EAST CAROLINA RAILWAY.

A.M.	P.M.		A.M.	P.M.
.....	† 4 00	Lv.....Raleigh (N. & S. Ry.).....Ar	†10 55	.....
.....	6 11	" .....Wilson (N. & S. Ry.)..... "	8 45	.....
.....	7 05	Ar.....Farmville (N. & S. Ry.).....Lv	7 55	.....
.....	7 08	Lv.....Farmville (East Car. Ry.).....Ar	7 53	.....
.....	† 7 31	Ar.....Hookerton (East Car. Ry.).....Lv	† 7 33	.....
† 6 30	.....	Lv.....Washington (N. & S. Ry.).....Ar	.....	† 8 25
7 25	.....	" .....Greenville (N. & S. Ry.)..... "	.....	7 33
7 53	.....	Ar.....Farmville (N. & S. Ry.).....Lv	.....	7 08
8 00	.....	Lv.....Farmville (East Car. Ry.).....Ar	.....	7 02
† 9 10	.....	Ar.....Tarboro (East Car. Ry.).....Lv	.....	† 5 55
A.M.	P.M.		A.M.	P.M.

†Daily, except Sunday. fFlag stop.

TRANSFER AT NORFOLK, VA., FROM EASTERN NORTH CAROLINA POINTS.

All Through Tickets include Omnibus Transfer at Norfolk.

Passengers from Local Stations, where no coupon tickets are on sale, can obtain from Conductor a Transfer Ticket to connecting lines, upon payment of actual cost to this Company for such service.

Note:—Important changes in schedule will take effect on Sunday, June 27, 1909.

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

Between Goldsboro, Kinston, New Bern, Morehead City and Beaufort, N. C.

BEAUFORT DIVISION.

No. 9 Sunday Only	No. 7 Sunday Only	No. 5 Daily Ex. Sunday	No. 3 Daily Ex. Sunday	Miles.	Effective October 11, 1908. Eastern Time.	No. 2 Daily Ex. Sunday	No. 4 Daily Ex. Sunday	No. 6 Sunday Only	No. 8 Sunday Only
P.M.	A.M.	P.M.	A.M.			A.M.	P.M.	A.M.	P.M.
§ 3 35	§ 7 00	† 4 50	† 7 00	0	Lv....GOLDSBORO....Ar	†11 45	† 9 30	§11 40	§ 9 15
f 3 45	f 7 10	.....	f 7 10	5	" .....Millers..... "	.....	f 9 20	f11 29	f 9 05
f 3 55	f 7 20	f 5 10	.....	9	" .....Bests..... "	f11 24	f 9 10	f11 19	f 8 55
4 05	7 30	5 20	7 30	14	" .....LaGrange..... "	11 14	9 00	11 09	8 45
f 4 15	f 7 40	f 5 30	f 7 40	17	" .....Fields..... "	f11 03	f 8 59	f10 58	f 8 35
f 4 20	f 7 45	f 5 35	f 7 45	19	" .....Falling Creek..... "	f10 58	f 8 45	f10 53	f 8 30
4 35	8 00	5 50	8 00	26	" .....Kinston..... "	10 43	8 30	10 38	8 15
f 4 47	f 8 12	f 6 02	f 8 12	30	" .....Caswell..... "	f10 29	f 8 18	f10 24	f 8 03
4 58	8 23	6 13	8 23	35	" .....Dover..... "	10 18	8 07	10 13	7 52
5 13	8 38	6 28	8 38	42	" .....Cove..... "	10 03	7 52	9 58	7 37
5 25	8 50	6 40	8 50	48	" .....Tuscarora..... "	9 51	7 40	9 46	7 25
f 5 28	f 8 54	f 6 43	f 8 53	50	" .....Hymans..... "	f 9 48	f 7 37	f 9 42	f 7 21
f 5 31	f 8 57	f 6 46	f 8 56	52	" .....Clarks..... "	f 9 45	f 7 34	f 9 39	f 7 19
5 50	9 20	7 05	9 15	59	Ar.....NEW BERN.....Lv	9 26	7 15	9 20	7 00
5 50	9 20	7 18	9 27	59	Lv.....NEW BERN.....Ar	9 20	7 10	9 20	7 00
6 12	f 9 38	f 7 37	f 9 48	64	" .....Thurman..... "	f 8 59	f 6 49	f 8 54	f 6 41
f 6 19	f 9 45	f 7 44	f 9 55	67	" .....Riverdale..... "	f 8 52	f 6 42	f 8 47	f 6 34
6 28	9 51	7 50	10 01	70	" .....Croatan..... "	8 46	6 36	8 41	6 28
f 6 33	f 9 56	f 7 56	f10 06	72	" .....Pine Grove..... "	f 8 41	f 6 31	f 8 36	f 6 23
6 43	10 07	8 06	10 17	76	" .....Havelock..... "	8 30	6 20	8 25	6 13
6 59	10 27	8 25	10 37	84	" .....Newport..... "	8 10	6 00	8 07	5 57
f 7 05	f10 34	f 8 32	f10 44	87	" .....Wildwood..... "	f 8 03	f 5 53	f 8 00	f 5 50
f 7 10	f10 39	f 8 37	f10 49	89	" .....Mansfield..... "	f 7 58	f 5 48	f 7 55	f 5 45
f 7 12	f10 41	f 8 39	f10 51	90	" .....Hollywood..... "	f 7 56	f 5 46	f 7 53	f 5 43
7 20	10 50	8 47	11 00	94	" .....Morehead City..... "	7 47	5 37	7 45	5 35
§ 7 40	§11 15	† 9 10	†11 25	98	Ar.....BEAUFORT.....Lv	† 7 25	† 5 15	§ 7 25	§ 5 15
P.M.	A.M.	P.M.	A.M.			A.M.	P.M.	A.M.	P.M.

Between New Bern, Bayboro and Oriental, N. C.

BEAUFORT DIVISION.

No. 11 Daily	No. 13 Mixed Daily Except Sunday	Miles.	Effective January 17, 1909. Eastern Time.	No. 10 Daily	No. 12 Mixed Daily Except Sunday
A.M.	A.M.			P.M.	P.M.
†11 55	.....	0	Lv.....NORFOLK.....Ar	† 4 45	.....
* 7 30	† 9 50	0	Lv.....NEW BERN.....Ar	* 9 00	† 3 30
f 7 38	f 9 58	2	" .....Bridgeton..... "	f 8 52	f 3 21
7 51	10 12	6	" .....Olympia..... "	8 39	2 58
8 03	10 32	10	" .....Reelsboro..... "	8 27	2 36
8 11	10 48	12	" .....Grantsboro..... "	8 19	2 23
f 8 16	f10 55	14	" .....West Alliance..... "	f 8 14	f 2 13
8 19	10 59	15	" .....East Alliance..... "	8 11	2 10
8 25	11 10	17	" .....BAYBORO..... "	8 05	2 00
8 31	11 20	18	" .....Stonewall..... "	7 59	1 50
f 8 49	f11 50	23	" .....Ashwood..... "	f 7 41	f 1 20
* 9 00	†12 10	26	Ar.....ORIENTAL.....Lv	* 7 30	† 1 00
P.M.	P.M.			A.M.	P.M.

*Daily. †Daily except Sunday. §Sunday only. fFlag stop.

STREET CAR SERVICE AT NORFOLK

Cars bearing sign BRAMBLETON and N. & S. RY., run to PARK AVENUE STATION.

NOTE:—Important changes in schedules will take effect on Sunday, June 27, 1909.

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

SCHEDULES OF LINES

Connecting at Norfolk

N. Y., P. & N. R. R. and Pennsylvania Railroad.

P.M.	A.M.		A.M.	P.M.
*8 55	†7 25	Lv.....New York.....Ar	8 00	7 00
11 22	10 00	" .....Philadelphia..... "	5 10	4 33
12 05	10 44	" .....Wilmington..... "	4 10	3 49
9 05	7 25	Ar.....Norfolk.....Lv	*6 00	†7 05
A.M.	P.M.		P M.	A.M.

P. R. R.	B. & O.	Bay Line Route.	B. & O.	P. R. R.
P.M.	A.M.		P.M.	P.M.
†12 55	†11 50	Lv.....New York.....Ar	12 45	1 15
3 20	2 17	" .....Philadelphia..... "	10 15	11 01
6 30	4 20	" {.....Baltimore.....} "	7 55	7 00
	6 30	{..Light St. Wharf..}	7 00	
7 00	7 00	Ar.....Norfolk.....Lv	†6 20	†6 20
A.M.	A.M.		P.M.	P.M.

P. R. R.	B. & O.	Chesapeake Line Route.	B. & O.	P. R. R.
P.M.	A.M.		P.M.	P.M.
†12 55	†11 50	Lv.....New York.....Ar	12 45	1 15
3 20	2 17	" .....Philadelphia..... "	10 15	11 01
6 30	4 20	" {.....Baltimore.....} "	7 55	7 00
	6 30	{..Light St. Wharf..}	7 00	
7 00	7 00	Ar.....Norfolk.....Lv	†6 00	†6 00
A.M.	A.M.		P.M.	P.M.

P. R. R.	B. & O.	Washington Steamer Route.	B. & O.	P. R. R.
P.M.	A.M.		P.M.	P.M.
†12 55	†11 50	Lv.....New York.....Ar	2 10	1 15
3 20	2 17	" .....Philadelphia..... "	11 50	11 01
5 15	4 20	" .....Baltimore..... "	9 45	9 00
*6 45	5 20	" {....Washington.....} "	9 00	†8 00
	6 45	{..N. & W. S. B. Co..}	7 00	
8 00	8 00	Ar.....Norfolk.....Lv	†6 00	*6 00
A.M.	A.M.		P.M.	P.M.

OLD DOMINION LINE.

P.M.		P.M.
†3 00	Lv.....New York.....Ar	3 30
10 30	Ar.....Norfolk.....Lv	†7 00
A.M.		P.M.

P.M.		A.M.
*7 00	Lv.....Richmond.....Ar	7 00
6 00	Ar.....Norfolk.....Lv	*7 00
A M.	(See Note on Page 4)	P.M.

MERCHANTS & MINERS TRANSPORTATION COMPANY.

	P.M.
Leave Norfolk for Boston=Sunday, Tuesday and Friday.....	7 00
Leave Boston for Norfolk=Tuesday, Thursday and Saturday.....	5 00
Leave Norfolk for Providence=Monday, Thursday and Saturday.....	7 00
Leave Providence for Norfolk=Tuesday, Thursday and Saturday.....	6 00
	P.M.

CHESAPEAKE & OHIO RAILWAY.

P.M.	A.M.		A.M.	P.M.
*4 00	*9 00	Lv.....Richmond.....Ar	11 45	7 00
6 40	11 40	Ar.....Norfolk.....Lv	*9 00	*4 20
P.M.	A.M.		A.M.	P.M.

NORFOLK & WESTERN RAILWAY.

P.M.	A.M.		A.M.	P.M.
*3 00	*9 00	Lv.....Richmond.....Ar	11 30	6 50
5 20	11 20	Ar.....Norfolk.....Lv	*9 15	*4 30
P.M.	A.M.		A.M.	P.M.

VIRGINIAN RAILWAY.

A.M.		P.M.
*10 00	Lv.....Norfolk.....Ar	*5 20
10 59	" .....Suffolk..... "	4 21
12 53	" .....Jarratt..... "	2 25
2 45	" .....Victoria..... "	12 39
3 11	" .....Meherrin..... "	12 15
4 50	" .....Brookneal..... "	10 42
* 7 55	Ar.....Roanoke.....Lv	* 7 40
P.M.		A.M.

Through tickets on sale at all coupon stations to Baltimore, Washington, Philadelphia, New York, Boston and Richmond, Va.

* Daily. † Daily except Sunday.

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

STEAMER CONNECTIONS

LEROY STEAMBOAT CO.'S STEAMER "COMET."—Leaves **Munden Point, Va.**, on Monday, Wednesday and Friday at 11:30 a. m., for **Poplar Branch, N. C.** returning, leaves **Poplar Branch, N. C.**, on Tuesday, Thursday and Saturday, at 12:01 a. m., stops at **Knott's Island, N. C.**, and **Church's Island, N. C.**, in both directions.

BEAUFORT, MOREHEAD CITY AND OCRACOKE S. S. CO. STEAMER.—Leaves **Beaufort, N. C.**, 7:30 a. m., for **Ocracoke, N. C.** Returning, leaves **Ocracoke** at 5:00 a. m. daily except Sunday.

W. & P. R. R. STEAMER "MAYFLOWER."—Leaves **Plymouth, N. C.**, daily except Sunday at 4:30 p. m., for **Windsor, N. C.** Returning, leaves **Windsor** at 4:00 a. m

ALBEMARLE STEAM NAVIGATION STEAMER.—Leaves **Edenton, N. C.**, on Tuesday, Thursday and Saturday nt 3:00 a. m., for **Mt. Gould, Perry's Wharf, Rocky Hock, Coleraine, Holly's Wharf, Tunis, Winton** and **Murfreesboro, N. C.** Returning, leaves **Murfreesboro** on Monday, Wednesday and Friday, at 7:00 a. m.

LEROY STEAMBOAT CO.'S STEAMER.—Leaves **Edenton, N. C.**, on Monday and Thursday for **Roanoke River Landings.** Departure subject to water conditions in Roanoke River.

EASTERN CAROLINA TRANSPORTATION COMPANY'S STEAMER.—Leaves **Elizabeth City, N. C.**, daily except Sunday, 1:30 p. m., for **Nag's Head** and **Manteo, N. C.**

PAMLICO RIVER LINE STEAMER.—Leaves **Washington, N. C.**, on Monday, Wednesday and Friday, at 6:00 a. m., for **Belhaven, N. C.** Returning, leaves **Belhaven, N. C.**, on Tuesday, Thursday and Saturday at 6:00 a. m. Stops at **Bath, South Creek, Aurora** and **Makleyville, N. C.**, in both directions.

N. B.—Steamboat service is subject to conditions of weather and water, and while the Company intends to follow regular schedules for promotion of passenger travel and other traffic, it cannot be responsible for detention of boats or delays in departure.

CONNECTIONS

BEAUFORT, N. C.—With Steamer Lines for Bogue Banks, Ocracoke Inlet, and points on Core Sound.

BELHAVEN, N. C.—Pamlico River Line Steamer.

DOVER, N. C.—With Dover & South Bound Railroad.

EDENTON, N. C.—With Albemarle Steam Navigation Company, for Chowan River Landings; Leroy Steamboat Co.'s Steamer, for Roanoke River Landings.

ELIZABETH CITY, N. C.—With Leroy Steamboat Co., for Jarvisburg, Newbern's Landing and Barnett's Creek, N. C.; Spencer's Line for Alligator River Landings; Feuerstein's Line for Roanoke Island, N. C.; Eastern Carolina Transportation Company, for Nag's Head and Manteo, N. C.

FARMVILLE, N. C.—With East Carolina Railway.

GREENVILLE, N. C.—With Atlantic Coast Line.

GOLDSBORO, N. C.—With Atlantic Coast Line and Southern Railway.

KINSTON, N. C.—With Atlantic Coast Line and Kinston & Snow Hill Railroads.

MUNDEN POINT, VA.—With Leroy Steamboat Co.'s Steamer for Poplar Branch, Knott's Island and Church's Island, N. C.

NEW BERN, N. C.—With Atlantic Coast Line.

NORFOLK, VA.—With Atlantic Coast Line, Seaboard Air Line, Southern Railway, Norfolk & Western Railway, Chesapeake & Ohio Railway, Virginian Railway, New York, Philadelphia & Norfolk Railroad in connection with Pennsylvania Railroad, Old Dominion Steamship Company, Baltimore Steam Packet Company, Chesapeake Steamship Company, Norfolk & Washington Steamboat Company and Merchants and Miners Transportation Company.

PLYMOUTH, N. C.—With Atlantic Coast Line, and Wellington & Powellsville Railroad's Steamer "Mayflower" for Windsor, N. C., and Cashie River Landings.

RALEIGH, N. C.—With Southern Railway, Seaboard Air Line Railway and Raleigh & Southport Railroad.

SUFFOLK, VA.—With Norfolk & Western Railway, Atlantic Coast Line, Seaboard Air Line, Southern Railway and Virginian Railway

WASHINGTON, N. C.—With Pamlico River Line Steamer, for points on South Creek, Pungo and Pamlico Rivers, and with Atlantic Coast Line.

WILSON, N. C.—With Atlantic Coast Line.

NOTICE.—These **Time Tables** show times at which trains may be expected to arrive and depart from the several stations and to connect with other trains, but departure or arrival or connection at the time stated is not guaranteed.

The time of connection transportation companies is published for the information of passengers and every care is taken to keep it correct, but this Company does not hold itself responsible for errors or omissions therein.

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

Virginia Beach and Cape Henry Divisions

(ELECTRIC)

EFFECTIVE JUNE 6th, 1909.

Bet. Norfolk & Virginia Beach Via Virginia Beach Division.				Between Norfolk, Cape Henry and Virginia Beach Via Cape Henry Division.					
East Bound		West Bound		East Bound			West Bound		
Leave Norfolk, City Hall Ave.	Arrive Virginia Beach.	Leave Virginia Beach, 24th Street.	Arrive Norfolk.	Leave Norfolk, City Hall Ave.	Leave Cape Henry.	Arrive Virginia Beach.	Leave Virginia Beach Pavillion Station.	Leave Cape Henry.	Arrive Norfolk.
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
†6 00	†7 00	†5 40	†6 42					†6 00	†6 55
†6 30	†7 25	7 33	8 35	†6 15	†7 15	†7 38		§7 23	§8 20
7 00	7 58	x†8 05	x†8 50	7 30	8 25	8 42	†6 54	†7 23	†8 20
8 30	9 35	§8 39	§9 35	9 00	9 55	10 13	7 54	8 25	9 20
10 00	11 05	§9 40	§10 40	10 30	11 25	11 42	9 30	9 55	10 50
	P. M.				P. M.	P. M.			P. M.
¶11 05	¶12 00	10 09	11 20	11 30	12 25	12 42	11 00	11 25	12 20
NOON			P. M.	P. M.				P. M.	
12 00	1 05	¶11 39	¶12 35	12 30	1 25	1 42	11 55	12 25	1 20
P. M.		P. M.		1 30	2 25	2 42	P. M.		
¶1 05	¶2 00	12 39	1 42	x2 30	x3 15	x3 42	1 00	1 25	2 20
x§1 45	x§2 27	¶1 39	¶2 35	‡§2 30	‡§3 25	.....	1 55	2 25	3 20
2 00	3 05	2 39	3 42	3 30	4 25	4 42	3 00	3 25	4 20
x§2 45	x§3 27	¶3 39	¶4 35	x§‡3 30	x§‡4 15	.....	3 55	4 25	5 20
¶3 05	¶4 00	x†4 38	x†5 27	4 30	5 25	5 42	.....	x§5 10	x§5 53
x3 45	x4 27	4 39	5 42	5 30	6 25	6 42	5 00	5 25	6 20
4 00	5 05	x§5 38	x§6 27	6 30	7 25	7 42	.....	x§6 10	x§6 53
x§4 45	x§5 27	¶5 39	¶6 35	x†‡7 00	x†‡7 45	.....	5 55	6 25	7 20
¶5 05	¶6 00	x§6 38	x§7 27	7 30	8 25	8 42	7 00	7 25	8 20
x†5 45	x†6 27	6 39	7 42	8 30	9 25	9 42	8 00	8 25	9 20
6 00	7 05	x§7 38	x§8 27	9 30	10 25	10 42	§9 00	§9 25	§10 20
7 00	8 05	7 39	8 42	.....	.....	.....	10 00	10 25	11 15
x†7 45	x†8 27	8 39	9 42	.....	.....	.....	.....	.....	.....
§8 00	§9 05	9 39	10 42	.....	.....	.....	.....	.....	.....
9 00	10 05	10 39	11 42	.....	.....	.....	.....	.....	.....
11 00	12 05	x11 05	x11 52	.....	.....	.....	.....	.....	.....
P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

†Daily Except Sunday. §Sunday only. xExpress, no stops. ‡To Cape Henry only. ¶Stop ONLY at Greenwich, Clapham Junction, Lynnhaven, London Bridge and Oceana, between Tidewater Junction and Virginia Beach.

Trains without indicating mark except x run daily.

VIRGINIA BEACH DIVISION trains leave 16th Street two (2) minutes later than 24th Street.

CAPE HENRY DIVISION trains leave 16th Street five (5) minutes later than Pavillion Station.

Service from Virginia Beach to Park Ave. Station, Norfolk.

Leave Virginia Beach (24th St.), 6 45 A.M. Arrive Park Avenue Station, 7 50 A.M.

This is Market Train: DAILY EXCEPT SUNDAY.

TRANSFER

All through tickets include Omnibus Transfer at Norfolk.

Passengers from Local Stations, where no Coupon Tickets are on sale, can obtain from Conductor a Transfer Ticket to connecting line, upon payment of actual cost to this Company for such service.

STREET CAR SERVICE

AT NORFOLK

Cars bearing sign **Brambleton** and N. & S. Ry. run to PARK AVE. STATION.

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

SPECIAL INFORMATION FOR PASSENGERS

Ticket Offices.—Ticket offices at all important stations are open thirty minutes before departure of trains, and passengers are respectfully requested to purchase tickets before boarding trains. This will result in a saving of expense, as the cash rates charged by conductors on trains are higher than those charged by ticket agents in the sale of tickets. No refund will be made for excess fare collected on trains. Passengers should always procure tickets at regular railroad ticket offices, as there are numerous expired and counterfeit stolen tickets in the hands of unauthorized parties for sale, which, when presented, are rejected by conductors.

Adjustment of Differences.—In the event of any disagreement with a conductor relative to tickets, passengers should pay conductor's claim, taking his receipt, and refer the case for adjustment to the General Passenger Agent, who will promptly return any overcharge. Conductors have no discretionary power in such matters and are governed by rules which they are not authorized to change.

Redemption of Tickets.—All tickets issued by this Company are limited to a continuous passage. If limit of such tickets expires before used, they will be redeemed through the office of the General Passenger Agent, in accordance with established rules. Passengers purchasing tickets which for any reason they do not use in their entirety should not attempt to dispose of them to unauthorized dealers, as this Company will fully protect original purchaser from loss in cases where for satisfactory reasons, the tickets are not used, refunding the value of the unused portion of such tickets, charging for that portion used. Forward tickets, with full particulars, by Express or Registered Letter to the General Passenger Agent for adjustment.

Prepaid Ticket Orders.—Persons wishing to pay for tickets for some one else from another station to their own, can make all arrangements with Agents at principal ticket offices, who are prepared to take deposits and order tickets furnished between any points at regular rates of fare. In cases when dispatch is desired, tickets will be ordered furnished by telegraph at no extra charge, unless the point from which ticket is ordered is on some foreign line, in which case a sum sufficient to pay for telegram will be collected.

Children.—Children under five years of age in charge of a competent person are carried free; those five years of age and under twelve are required to pay half fare; those twelve years and over, full fare.

Baggage.—For interstate travel, ordinary baggage, consisting of wearing apparel or personal effects, only one hundred and fifty (150) pounds in weight and one hundred dollars ($100.00) in value will be allowed free on whole tickets, and seventy-five (75) pounds on half tickets.

(a) For intrastate travel in North Carolina two hundred (200) pounds of baggage will be allowed on whole tickets, and one hundred (100) pounds on half tickets. All baggage in excess of the above weight will be charged for at the regular excess baggage rates.

Bicycles.—Bicycles and Tricycles will be charged for at regular excess-baggage rate on an estimated weight of fifty (50) pounds each. The minimum charge on Bicycles and Tricycles will be twenty-five (25) cents each. This charge will be separate from and has no connection with charge for other baggage, as Bicycles and Tricycles will not be carried as a part of the regular baggage allowance. Not more than one Bicycle or Tricycle will be checked for any one passenger. Lamps, Cyclometers and Tool Bags must be removed before checking. Bicycles will be checked and transported in baggage cars, only when accompanied by passengers presenting regular tickets or passes. Excess-baggage tickets will not be honored for the transportation of Bicycles.

Dogs.—Dogs in crates will be transported in baggage cars when accompanied by owner or caretaker at owner's risk, and will be charged for at the regular excess-baggage rates.

Dogs not crated, with collar, chain and tag showing name and address of owner, carried in baggage cars on passenger trains, at owner's risk, **will be charged one-half cent per mile each; for distances less than fifty miles, 25 cents each.**

Between November 1st and March 31st, inclusive, one dog will be carried free.

Corpses.—A corpse presented in conformity with the rules of National, State and local boards of health, as formulated by the American Association of General Baggage Agents, will be transported in baggage cars. A first-class ticket will be required for the person in charge, and one full first-class ticket for the corpse. No half-fare tickets will be accepted for the transportation of any corpse. Bodies of persons dead not accompanied by one or more persons in charge to destination must not be transported in baggage cars of passenger trains. Corpses, under above conditions, may be transported in baggage cars of this Company upon tickets, either of local or foreign issue, reading to or from local stations, or to or from stations upon a foreign line.

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

ROUND TRIP SUMMER EXCURSION FARES.

FROM	To Morehead City, N. C., and return.				To Beaufort, N. C., and return.			
	Season Tickets	Five-Day Tickets	Week-End Tickets	Sunday Tickets	Season Tickets	Five-Day Tickets	Week-End Tickets	Sunday Tickets
Raleigh.....N. C..	$6 45	$5 50	$4 50	$2 50	$6 65	$5 70	$4 70	$2 70
Wilson..... " ..	5 05	4 35	3 45	2 00	5 25	4 55	3 65	2 20
Farmville..... " ..	4 95	4 35	3 45	2 00	5 15	4 55	3 65	2 20
Greenville..... " ..	4 35	4 00	3 45	1 50	4 55	4 20	3 65	1 70
Washington..... " ..	3 60	3 35	2 90	1 50	3 80	3 55	3 10	1 70
Goldsboro..... " ..	4 00	3 10	2 25	1 50	4 20	3 30	2 45	1 70
Kinston..... " ..	3 00	2 50	1 85	1 25	3 20	2 70	2 05	1 45
New Bern..... " ..	1 60	1 50	1 35	1 00	1 80	1 70	1 55	1 20
Plymouth..... " ..	5 05	4 60	4 20	.....	5 25	4 80	4 40	.....
Belhaven..... " ..	6 75	6 20	5 70	.....	6 95	6 40	5 90	.....
Edenton..... " ..	5 90	5 40	4 95	.....	6 10	5 60	5 15	.....
Hertford..... " ..	6 40	5 90	5 40	.....	6 60	6 10	5 60	.....
Elizabeth City..... " ..	7 20	6 40	6 05	.....	7 40	6 60	6 25	.....
Suffolk.....Va...	9 50	.....	8 00	.....	9 70	.....	8 20	.....
Norfolk..... " ..	9 50	.....	8 00	.....	9 70	.....	8 20	.....

ROUND TRIP SUMMER TOURIST TICKETS

ARE ON SALE FROM ALL PRINCIPAL CITIES

TO

VIRGINIA BEACH AND CAPE HENRY, VA.

ROUND TRIP WEEK-END EXCURSION FARES

—TO—

NORFOLK, VA.

FROM	FARES	FROM	FARES
Raleigh.....N. C...	$5 00	Goldsboro.....N. C...	$6 70
Wilson..... " ..	5 00	Kinston..... " ..	6 70
Farmville..... " ..	5 00	New Bern..... " ..	6 70
Greenville..... " ..	5 00	Plymouth..... " ..	4 10
Washington..... " ..	5 00		

Limit of Tickets three (3) days, including date of sale.

ELECTRIC SERVICE

—TO—

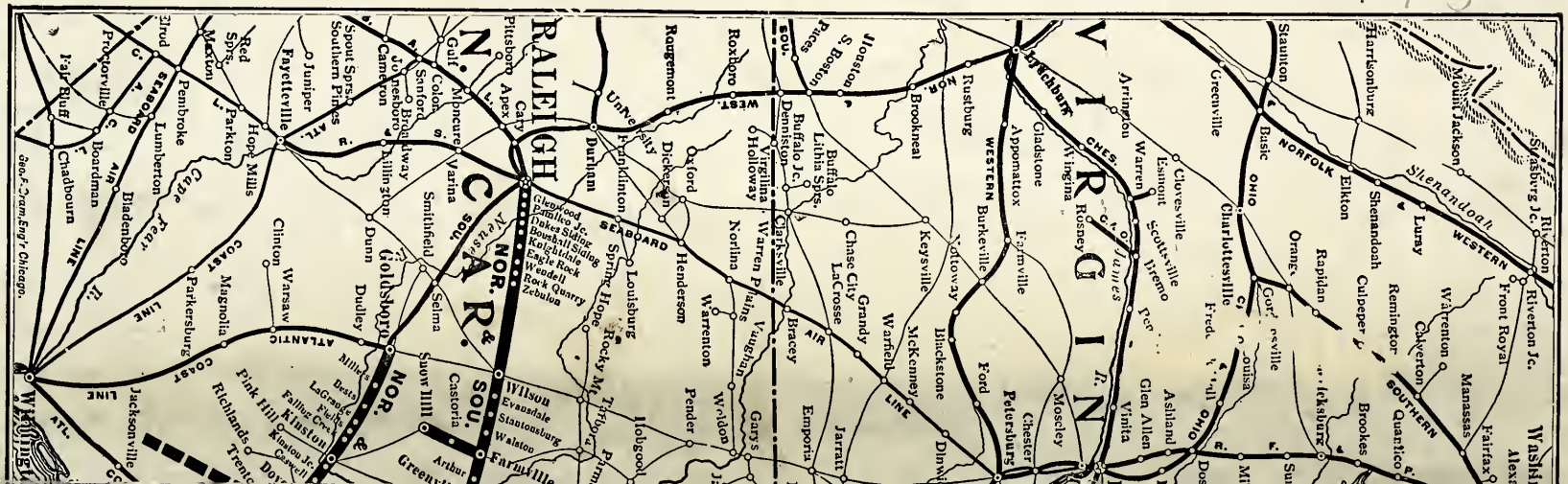
Virginia Beach and Cape Henry, Va.

ROUND TRIP TICKETS 25 CENTS

Trains Leave City Hall Ave., Opposite Monticello Hotel, Norfolk, Va., Every Half Hour.

Only Line to Cape Henry and Virginia Beach, Va., and Beaufort and Morehead City, N. C.

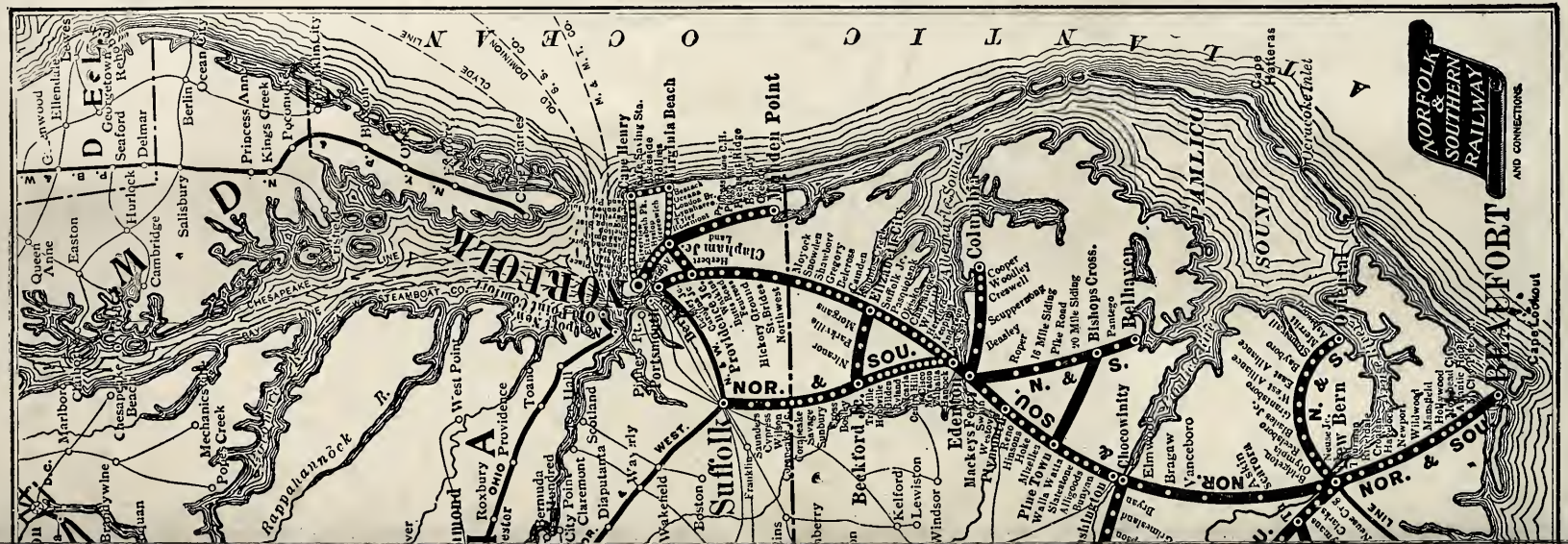
THE GREAT ATLANTIC OCEAN RESORTS.



95

Only Line in Eastern North Carolina Operating Trains into the City of Norfolk.

New Short Route to Eastern North Carolina.



NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

Thousands of Acres of Land Cheap.

THE TIDEWATER SECTION of Virginia and North Carolina is, all things considered, for the truck and fruit grower, the most desirable part of the United States.

¶ IT HAS good local markets and transportation facilities that enable the grower to put his products on the New York market a few hours after they are gathered.

¶ THE SOIL is deep, rich, productive, underlaid with clay.

¶ THE LAND is level but easy to drain, and being loamy, it is easy to cultivate. All crops known in the temperate zone can be profitably grown.

¶ THE CLIMATE is healthful, air tonic and bracing, water abundant and pure. The temperature ranges from an average of 40 degrees in January to 75 degrees in July. Sudden changes such as are experienced further North and South are rare. The average date of the last killing frost in spring is April 3, and of the first in autumn is November 10. The growing season averages 221 days, giving ample time to raise not only a second crop but a third and sometimes even a fourth.

¶ HERE ALSO are immense areas of corn and hay lands equal to those of the Middle West at one-fifth Western prices, and all conditions are favorable to general farming, livestock-raising, dairying and poultrying.

¶ FARM PROPERTY is still cheap, the price ranging from $10 an acre up, depending on location and improvements. With proper cultural methods an industrious trucker can make a good living on ten acres, and a surplus—many do it on less.

¶ NO OTHER section possesses such a combination of superior advantages in geographical position, climate, soil, variety of products and transportation facilities. Nor is there a section in which farm lands respond more generously to intelligent culture. It is **not worn-out land but practically virgin soil.**

¶ INVESTIGATE IT.

¶ YOU CAN do so at small cost. Homeseekers' Excursion tickets are on sale the first and third Tuesdays of each month, from Ohio and Mississippi River gateways to all points on the Norfolk & Southern Railway.

¶ THINK IT OVER.

¶ WRITE for printed matter giving full information about this wonderful country.

F. L. MERRITT,

Land and Industrial Agent,
Norfolk & Southern Railway,
Norfolk, Va.

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS

Manufacturers,

Investors and

Business Men

contemplating a change of location are invited to communicate with the Land and Industrial Department of the

NORFOLK & SOUTHERN RAILWAY

for any information desired regarding suitable locations for factories, opportunities for investment and openings for business.

Having a wealth and variety of natural resources that has hardly been touched, the territory served by its lines offers many opportunities for manufacturing enterprises of all sorts.

Its forests would keep hundreds of wood-working plants —such as saw and planing mills, shingle and lath mills, veneer and box factories, stave and heading mills, sash and blind factories, wagon and buggy factories, paper pulp mills, tank and boat building plants—running for many years to come.

Its fields grow raw material enough for scores of new spinning and knitting mills; peanuts and cotton seed sufficient for many oil mills and fertilizer plants.

Its bright tobacco is famous the world over.

Its granite and clay deposits are of finest quality.

Its fruits and vegetables, as well as its fish and oysters, make it a profitable field for the canner and packer.

Then there are openings for ice factories, electric plants, mattress factories, brick and tile plants, granite quarries, etc., etc.

Let us know the opportunity you are seeking. It will be a pleasure to give you the fullest information.

F. L. MERRITT,
Land and Industrial Agent,
Norfolk & Southern Railway,
Norfolk, Va.

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

Morehead City and Beaufort, N. C.

The South Atlantic Seashore Resorts

FISHING SAILING BATHING

Beaufort and Morehead City have a matchless climate, and an abundance of sea food in the nearby waters, and best of all, immunity from mosquitoes and other insects.

ATLANTIC HOTEL, MOREHEAD CITY, N. C.

During a quarter of a century the Atlantic Hotel at Morehead City has entertained thousands of visitors at this attractive spot, and in welcoming the patrons of past summers and the new travelers to its domain, offers the enjoyable combination of superb natural advantages, including sailing, sound and surf bathing, the excitement of trolling or still fishing, etc.

BOARDWALK ATLANTIC HOTEL, MOREHEAD CITY, N. C.

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

To the broad verandas of the Atlantic Hotel, an ozone-laden breeze blows from over three thousand miles of open southern sea. It brings greater vigor to those in health, is a tonic to the run-down system, and to the weary and careworn just to sit on one of the porches of the Atlantic Hotel is to hold time awhile in abeyance.

BATHING BEACH—MOREHEAD CITY, N. C.

THE SURF—MOREHEAD CITY, N. C.

What countless rhapsodies have been sung and written in an attempt to paint with words the glory and grandeur of its unequaled restfulness.

A sail of a few minutes from the hotel door, takes one far out upon the broad blue Atlantic. A short walk and you are watching the endless billows roll and break on the sands of 1909, as they have rolled and broke for centuries.

A CATCH OF MACKEREL—MOREHEAD CITY, N. C.

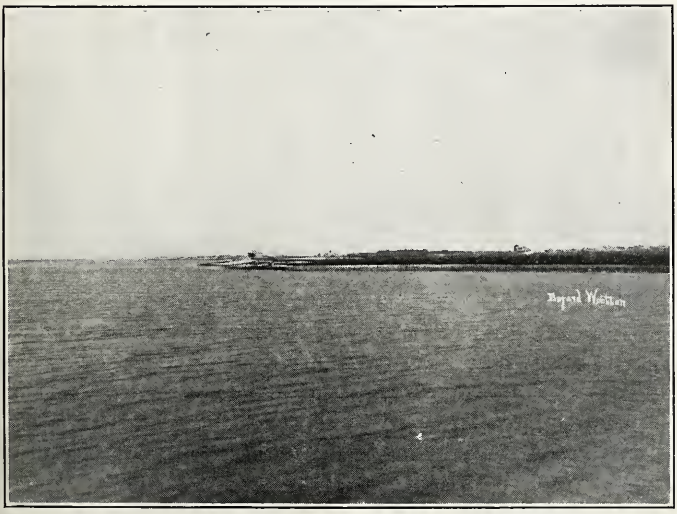
The finny inhabitants of the sound and ocean are simply waiting to be landed. This part of the North Carolina waters is a paradise to the sportsman, and are alive with the game fish of the sea. The Mackerel, the Blue Fish, the Trout, the Sheepshead and numberless other specimens are caught in great quantities. A writer in a comparatively recent issue of "Forest and Stream" says: "Beyond any question there is no place on the Atlantic Coast between Florida and the North where summer and autumn fishing, especially for the Spanish Mackerel and Blue Fish, is finer . . ."

U. S. LABORATORY, MOREHEAD CITY—BEAUFORT, N. C.

The Life Saving Station at Morehead City is an object of interest to all visitors, and more especially to those from the inland country. While not an exclusive attraction, it is of great interest to many travelers.

LIFE SAVING STATION, MOREHEAD CITY., N. C.

The Inlet, where ocean and sound meet, is one of the beauty spots of the North Carolina Coast. In the distance is seen the Life Saving Station, a mere speck across the wide sweep of the sound. Just to watch the day ushered in across the blue green of the ocean, or the long sparkling silver stream of water that stretches at night seemingly to the very moon itself, is to see nature in all its grandeur. The Inlet is a place of bracing rest, and many are the little sailing parties that take advantage of early morning and sunset or moonlight hours to sail upon its shore-guarded waters.



INLET, ATLANTIC OCEAN, LIFE SAVING STATION, MOREHEAD CITY, N. C.

MOREHEAD COTTAGE, MOREHEAD CITY, N. C.

Morehead City and Beaufort, a half-hour's ride from Morehead City, contain many handsome homes and cozy cottages, and the social life here is of a quiet, substantial kind that appeals to many who come first as transient visitors to the Atlantic Hotel. Where nature offers so much man can add little, comfortable homes by the seashore and in the towns have given material attractions to this section.

RESIDENCE, MOREHEAD CITY, N. C.

Desirable summer homes can be rented in Morehead City or Beaufort at reasonable prices.

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

▲ ▲ ▲ ▲ ▲

BEAUFORT, N. C., ON THE ATLANTIC OCEAN.

An ideal place for the family and home. One of the oldest towns of North Carolina with every natural advantage for health and pleasure.

Its social life is beyond comparison. No one leaves Beaufort without regret.

Beaufort–Morehead City are destined to be the great Port-of-Entry of North Carolina.

BOARDWALK, BEAUFORT, N. C.

ANNE STREET, BEAUFORT, N. C.

A grand driveway, and always protected from Summer's heat. Beaufort is the children's paradise.

DAVIS AND MANSION HOTELS, BEAUFORT, N. C.

Facing the ocean and ever cool and pleasant.

Desirable homes for a day, a week or a month or all the year round.

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

Name of Summer Resort.	HOTELS AND BOARDING HOUSES	RATES Per Day	Per Week	Per Month	Number of Guests can accommodate
Beaufort, N. C.	Davis House Davis, Sarah A. Miss, Propr.	$2.00	$10.00	$35.00	Sixty.
	Manson House Manson, Emma D. Miss, Propr.	$2 00	$8.00	$30.00	Fifty.
	Russell House Russell, G. A., Propr.	$1 50	$7 00	$30 00	Forty.
	Norcum House Norcum, H. D. Mrs. Propr.	$1 50	$8.00	$30 00	Forty.
	Inlet Inn Wines, E. S. Mrs., Propr.	$2 00	$8 00 to $10.00	$30 00 to $40.00	Twelve.
Cape Henry, Va.	The Hygeia Burton, J. R., Manager.	.....	$8 00 to $10.00	.....	Seventy-five.
	Hotel Maury Walke, Mrs. Frank Anthony, Propr.	$2.00	$10.00	.....	Seventy-five.
	Colonial Cottage Mapp, M. A., Propr.	.....	$8.00 to $12.00	.....	Thirty.
Morehead City, N. C.	Atlantic Hotel Morton, F. P., Manager.	$2.50 with bath $3.00	$12.50 to $17.50	$40.00 to $60.00	One thousand.
	Hotel Charles Wallace, C. S., Propr.	$2.50	$10.00 to $12.00	$45.00	One hundred.
	Arendell House Arendell, W. S., Propr.	$1.50	$8.00	$25.00 to $30.00	Twenty-five.
	Davis House Davis, H. C., Propr.	$1.50	$7.00	Special rates on application.	Twenty-five.
Virginia Beach, Va.	Arlington Wright, W. J., Manager.	$2.00	$10.00 to $15.00	.....	One hundred and twenty-five.
	Mt. Vernon Wright, H. B. Mrs., Propr.	$2.00	$10.00 to $12.50	.....	Seventy-five.
	Hotel Virginia Beach Foreman, A., Propr.	European plan.			Three hundred.
	The Ferebee Ferebee, E. D., Propr.	$2.00	$10.00 to $12.00	.....	One hundred.
	O'Keefe's Inn O'Keefe, W. J., Propr.	European plan.			Sixty.
	The Waverley Boush, C. V., Miss, Propr.	$2.00	$10.00 to $12.50	.....	Sixty.

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

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NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, RECEIVERS.

VIRGINIA BEACH

AND CAPE HENRY

ON THE

ATLANTIC OCEAN

FINEST SURF BATHING

FAST SERVICE - FIRST-CLASS HOTELS

ROUND TRIP TICKET, 25 CENTS

Between Norfolk and Virginia Beach, Via Virginia Beach Division, or between Norfolk and Cape Henry, Via Cape Henry Division.

Burke & Gregory, Print. Norfolk

SUMMER HOMES AND EXCURSIONS

JUNE, 1909.

NORFOLK & SOUTHERN RAILWAY

Short Route to

EASTERN NORTH CAROLINA

TIME TABLES *of all* PASSENGER TRAINS

HARRY K. WOLCOTT and HUGH M. KERR
RECEIVERS

H. C. HUDGINS
GENERAL PASSENGER AGENT

MOREHEAD CITY AND BEAUFORT, N. C.